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Construction of Military Installations
and Transportation Facilities in the
China-Burma Area, 1962-Mid-1963
(Project 33.4556),** [redacted]
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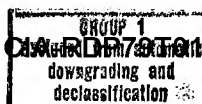
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CONSTRUCTION OF MILITARY INSTALLATIONS AND TRANSPORTATION FACILITIES IN
THE CHINA/BURMA BORDER AREA, 1962-65
(T/CST Project 33.4556)

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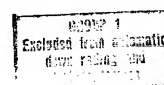
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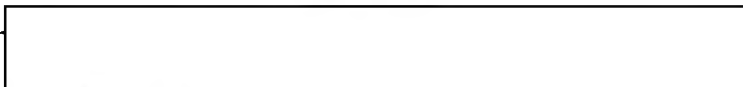
CONTENTS

	<u>Page</u>
Foreword	
Summary and Conclusions	1
I. Military Installations	3
A. Communist China	3
B. Burma	5
II. Airfields	5
A. Communist China	6
B. Burma	7
III. Roads	8
A. Communist China	8
B. Burma	9

APPENDIXES

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Appendix A

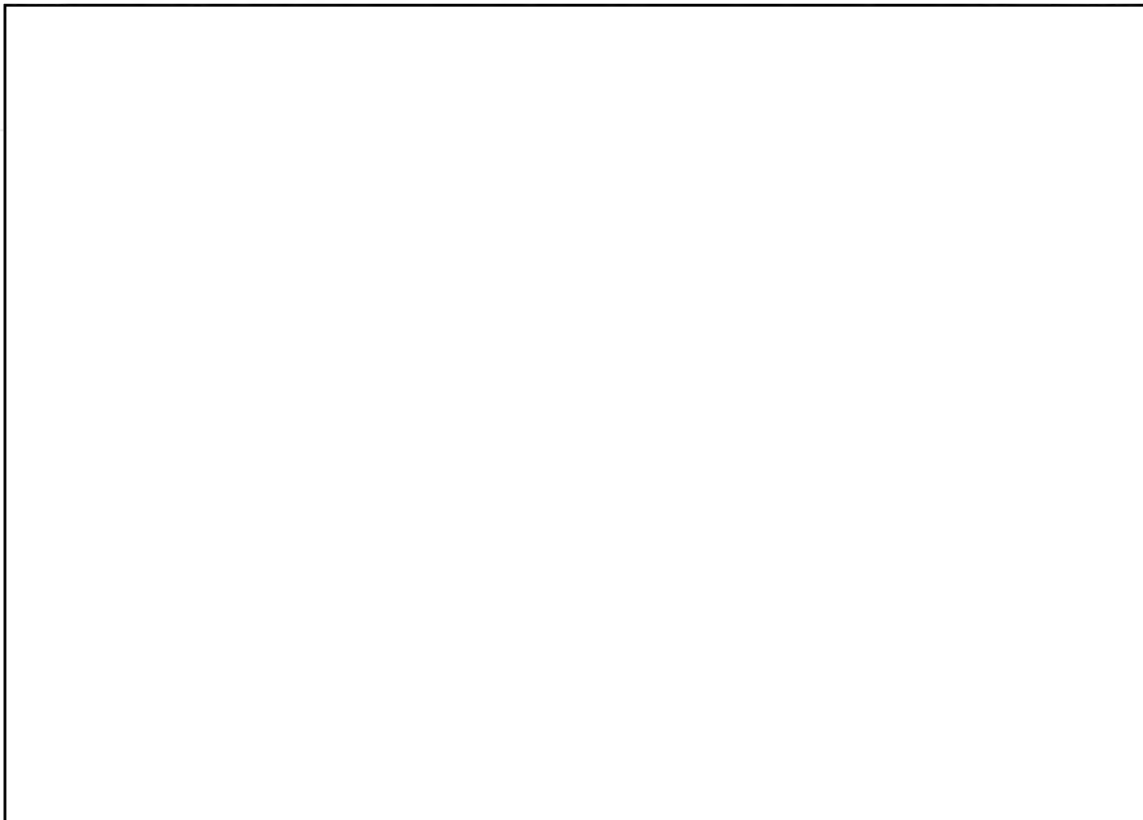


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Appendix B - Place Name List

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FOREWORD

In recent years, Burma's potential as a trouble spot in Southeast Asia has increased. Further economic and political deterioration coupled with continued insurgency in the Kachin and Shan states bordering on Communist China could create an unstable flank on the Southeast Asian peninsula. Because of its geographical location and its valuable natural resources, control of Burma by China would threaten not only the security of Thailand and Laos but of India as well. Military and transportation facilities along the China/Burma border, therefore, are important aspects of Chinese Communist capabilities with respect to all of Southeast Asia.

CONSTRUCTION OF MILITARY INSTALLATIONS AND TRANSPORTATION FACILITIES IN THE
CHINA-BURMA BORDER AREA, 1962-65*

SUMMARY AND CONCLUSIONS

With the exception of the reconstruction and expansion of the airfield at Pei-t'un, located west of K'un-ming in Yunnan Province (China), there has been no significant military construction on either side of the China/Burma border since 1962.** In western Yunnan, a limited number of new storage and barracks facilities have been added to existing installations and airfields, roads and bridges have been improved or maintained. Even the construction of the large bridge over the Mekong River at Ch'e-li, which was completed early in 1965, did not appear to have high priority. In Burma, except for repair of roads and airfields, construction has been confined to the Eastern Shan State, an area adjacent to the China/Laos/Thailand borders, where there has been a limited attempt to improve airfields and roads and enlarge barracks/support areas.

Prior to 1962 Communist China already had completed a relatively extensive complex of military installations, storage facilities and a road system within a 150 mile strip parallel to the border in western Yunnan.*** Construction in this area was limited to that intended for military use as there is no evidence of extensive industrial or mining development. The permanent Chinese installations along the Burma

* The estimates and conclusions in this publication represent the best judgment of this Office as of 1965.

** The term border area as used in this publication refers to strip of territory about 150 air-miles wide adjacent to the border both in Yunnan Province (China) and in Burma.

*** See the Map, Figure 10, inside back cover.

border can accommodate at least twelve full-strength infantry divisions (about 138,000-144,000 troops). The major installations in western Yunnan and the roads servicing them were started in the early 1950's and completed by 1957-58. Since that time, construction has consisted of expanding existing facilities, adding small installations and extending and improving the road network.

During the period 1950-65, Burma has suffered from chronic insurgency that has seriously effected economic progress, political unity, military defense and all other aspects of its national life. As a result, in the unstable Kachin and Shan border states construction of military installations, roads and airfields and even the maintenance of existing facilities has been sparse. Since 1962 Burma has attempted to increase its small military support establishment in the Eastern Shan State and improve transport facilities in the Kachin and Northern Shan states. Although there have been numerous reports that the Chinese Communists are involved in this construction effort, it is believed that the Government of Burma is solely responsible and that Burmese army units, local ethnic peoples and, probably, some Chinese refugees make up the labor force. Under the economic agreement of 1961 Chinese Communists are working in Burma, however, where they are participating presently in the construction of a suspension bridge over the Salween River at Kunlong.

-2-

I. Military Installations

Since 1962 construction of military installations in both the Chinese province of Yunnan and Burma has consisted primarily of an expansion of existing facilities. Except for the construction of additional outposts, usually consisting of small complexes of less than a dozen buildings, there is no indication that any new major installations have been constructed or are under construction presently within the border area.

A. Communist China

Along the China/Burma border in western Yunnan, construction of additional facilities, mainly barracks/storage types of buildings, was underway during 1962-65 at several military installations. In comparison to similar activity in Burma, construction was more extensive, but in itself has not added substantially to the military support potential already in existence. Construction of the military complex in western Yunnan was started about 1953 and reached its present extent by 1957-58. New construction was concentrated mostly along the Nan-ta and K'un-lo roads while existing installations, built during World War II along the Burma Road, were reconstructed and expanded. After 1957-58 limited construction continued at some of the larger installations and small installation for border defense units were built. Because there is no evidence of extensive industrial or mining developments in western Yunnan, nearly all of the construction and improvement carried out during the past decade, including water conservation projects, must be assumed to have been intended for military use. The construction of 12 division-size installations alone amounted to approximately 576,000 square meters (6,200,000 square feet) at an estimated cost of nearly 70 million

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yuan (US \$28 million).

Permanent installations that can accommodate full-strength infantry divisions, regiments and battalions** have been constructed at more than 45 locations within the western border area of Yunnan. With the exception of small border posts, most of these installations are concentrated south of the 26th parallel. Of the total installations about 27 percent are of division size, 17 percent of regiment size and a minor four percent are rest-refuel-supply stations that are located at convenient intervals along roads where small units are deployed. The remaining 52 percent of the total number of installations are of battalion size and smaller, the great majority of which would accommodate about 300 troops.*** These battalions and smaller sized installations are scattered along and closest to the border. All of these installations are served by motorable roads or connected by trails to not too distant road terminals.

Even though installations with a barracks/support area capable of accommodating at least twelve full-strength infantry divisions exist in western Yunnan, there is no evidence to suggest that they are manned at full-strength. Elements of probably

* For a discussion of this cost estimate see Appendix A.

** The sizes of these installations are based on the estimated numerical strengths of the Table of Organization of the Peoples Liberation Army (PLA) land forces. The present estimates for full-strength conventional PLA infantry units are as follows: a division, 11,500-12,000; a regiment, 2,500-3,000; a battalion 500-750. In Yunnan, however, there are, in addition to conventional forces, several border defense regiments that are somewhat smaller in size that are deployed along the border.

*** For examples of the sizes of installations see Figures 1 thru 4.

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only three infantry divisions have been deployed in this area for some years: the 39th (13th Army), 40th and 41st (14th Army) with headquarters at Ssu-mao,* Lin-ts'ang (Mien-ning) and Pao-shan, respectively. /

B. Burma

Construction of military installations in the border area of Burma has been limited and, in recent years largely confined to the Eastern Shan State. The most notable construction under way in that area was at Mong Yawng, a complex of several small markets or villages about 25 air-miles from the China/Burma border. New buildings reportedly added to the military areas during 1963 indicated that almost 3,000 troops could be accommodated there. This would make Mong Yawng the second largest military establishment in the area in addition to Keng Tung. Other military installations, possibly of a size to accommodate about 500-600 troops, were constructed north of Keng Tung at Mong Yang and Wan-ho-tao (near Mong Hpen) prior to 1962. Undoubtedly there are several other small installations south of Keng Tung located on or near the main road and in the vicinity of airfields. /

II. Airfields

There are only two locations where construction or improvement of airfields has been underway since 1952 in the China/Burma border area. The most significant of these is in Yunnan at Pei-t'un where an old World War II landing strip was reconstructed. Construction of this major airfield started about 1963 and it is now completed except for support facilities. The runway has a concrete surface capable

* For a list of coordinates, see Appendix B.

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of supporting jet-fighter aircraft. The other location where construction has been underway is in the Eastern Shan State in Burma. Here several old airstrips were being improved, all of which apparently are now operational. Airfields along the border in both Yunnan and Burma, however, have not changed substantially. In both areas runway capacity is about equal, that is for light transport aircraft, but overall support facilities in Yunnan are relatively more adequate. Airfields in both areas are located in close proximity to military installations and are serviced by the road system.

Construction and development of major airfields is hampered in Yunnan because of the generally unfavorable terrain. Airfields have to be located in valleys or on plateaus large enough to allow the construction of longer runways to offset the effects of altitude on aircraft performance. Level areas range from about 3,000 feet to over 6,000 feet above sea level. Although altitudes are generally lower in Burma, the plains areas are scattered and subject to excessive inundations during the rainy season.

A. Communist China

Most of the airfields in Yunnan were originally constructed during World War II by US and Chinese Nationalist forces. It was not until the late 1950's that the Chinese Communists began to direct their efforts from the eastern and southeastern areas of the country to reactivating and improving airfields in the southwestern border areas. There are only three airfields in western Yunnan other than the one at Pei-t'un within 100 air-miles of the border which are currently operational.* These are

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located at Pao-shan, Mang-shih and Ssu-mao, all with runway capabilities for light transport aircraft. Both Pao-shan and Mang-shih are rehabilitated World War II airfields but the one at Ssu-mao is a new field, probably constructed about 1958.^{4/} Additional support facilities have been constructed at Ssu-mao since 1958 but there is no indication that it is being converted into major airfield nor are additional airfields being constructed in the border region of western Yunnan.

B. Burma

Airfields in Burma also were largely constructed initially during World War II. Of a total of six major airfields in Burma, three are located near the border in the northern part of the country at Bhamo, Namponmao and Myitkyina (South). These fields all have runways longer than 6,000 feet with asphalt treated surfaces and are considered potentially capable of supporting four-engine transports and jet fighter aircraft. Other airfields in northern Burma are located at Lashio and Putao and both are considered capable of supporting light transport planes. The runway at Putao, however, probably is useable only in fair weather because it has a clay surface and is in only fair condition.^{5/}

Although maintenance and repair has been carried out on some of the airfields in northern Burma, reconstruction of old airstrips in the border area was most active in the Eastern Shan State during 1960-65. In addition to Keng Tung, which is the largest and most important, there are at least five other airfields, apparently all operational. These are located within a radius of about 75 air-miles of Keng Tung at Mong Yawng, Mong Pa-liao, Mong Hpayak, Mong Hsat and Hwang Luk. Improvements, probably adding gravel to the surface and extending some of the runways, reportedly were carried

out at these airfields during 1963-64. All of the runways in the Eastern Shan State have a capacity for light transport aircraft but support facilities, with the exception of those at Keng Tung, are minimal.⁵⁾

III. Roads*⁶⁾

The Chinese Communists have constructed a fairly well distributed system of main roads in western Yunnan with a network of feeder roads running to the border. Just short of the border, however, most of these roads degenerate abruptly into trails which cross into Burma. Only two roads, the Burma Road and the K'un-lo Road, cross the border, and connect Yunnan with the main road system of Burma. The surface of the roads in the networks on both sides of the border is similar: a soil-aggregate surface (compacted gravel or crushed stone). Sections on most of the main roads near the border in Burma long ago had some bituminous treatment but many sections of these roads have since deteriorated. The road system in Yunnan is in better condition than the one in Burma because it has received more maintenance and long-term improvement.

A. Communist China

Through the western area of Yunnan there are three main access routes to the China/Burma border. To the north, the Burma Road links K'un-ming with Bhamo and Lashio via Wan-t'ing while in the south the K'un-lo Road links K'un-ming with Keng Tung via Ta-lo. The third main route, the Nan-ta Road, is centrally located between these two roads and extends toward the border opposite Kunlong in Burma but does not

* For a detailed discussion of roads in Yunnan and Burma see CIA/RR EP 65-27, Construction of Roads in the China-Southeast Asia Border Area Through 1964, April 1965, [redacted]

cross the border. Since 1962, there has been no major road construction in the border area of Yunnan but the never-ending improvements and repairs to the road system continues. Included in this improvement was the completion in January 1965 of the bridge over the Mekong River about three miles northwest of Ch'e-li, on which construction had been resumed in May 1964 after a lapse of two years.

The Chinese Communists have extended and improved the road network in Yunnan at a sustained pace since the early 1950's. Roads are of major importance because they are the main means of transportation to the China/Burma border. There is a narrow-gauge railroad which runs toward the border from K'un-ming but it does not extend farther west than I-p'ing-lang.* A new spur line from this railroad, constructed before 1962, extends southwest from An-ning for a distance of about 25 miles. Neither line penetrates very deeply into the western region of the province. Logistical support from K'un-ming and central Yunnan to the border, therefore, depends primarily on the road network.

B. Burma

There are two trunk routes in Burma that pass through the Kachin and Shan border states and provide direct connections between the border areas and the central valley of Burma. One is a north-south road that extends north from Mandalay to Putao

* The only railroad that connects K'un-ming with the main rail network in China is another narrow-gauge line that runs from the border of Kwangsi Province in a V-shaped pattern through North Vietnam and up into Yunnan Province. For a discussion of the railroads in southwestern China see CIA/RR ER 65-15, Railroad Construction in Communist China Since the Collapse of the "Leap Forward," June 1965, [REDACTED]

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via Lashio, Bhamo and Myitkina. At Mong Yu, about midway between Lashio and Bhamo a secondary road, once a section of the old Burma Road, branches northeast to Kyu-hkok and, crossing the border to Wan-t'ing provides the link between the main road systems of Burma and Yunnan. The other trunk route to the border area extends from Meiktila in central Burma eastward via Ta-kaw through the Southern and Eastern Shan states to Keng Tung where it turns south and continues to Tachilek on the Burma/Thailand border. Only a seasonal road, the second link between the main road networks of Yunnan and Burma, presently exists from Keng Tung to the border where the K'un-lo road in Yunnan terminates near Ta-lo. Other roads that branch eastward from this main Meiktila/Tachilek road primarily service military installations and airfields located to the north and south of Keng Tung.

In addition to the main roads, a network of interconnecting secondary roads run parallel to the border but in the area west of the Salween River. Only a few roads branch from these secondary roads and, where they do exist, they support local traffic as far as the river. In the area between the Salween and China-Burma border most of the old roads have disappeared and only trails exist.

During recent years Burma has made an effort to reconstruct and repair the road system in its northern and eastern border regions. Improvements were underway on the Mandalay-Putao route north of Myitkyina during 1962-64 and other existing roads in the Kachin State were repaired, especially in the area east of Bhamo. In Northern Shan State, the road extending east from the Mandalay-Putao route to Kunlong and roads in the vicinity of Kunlong undoubtedly were repaired to insure transportation of construction materials to the bridge site. Repeated reports of the destruction of bridges

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and road sections by insurgent forces as well as the usual damage from the rainy season in both the northern states, however, would indicate that many of the roads were frequently impassable because of the difficulties of keeping them repaired. Reconstruction and repair of roads in the Eastern Shan State apparently has met with more success. Although there is no evidence that any new roads were constructed or under-way in this border state, repairs on the Meiktila-Tachilek route and on roads branching from it to Mong Yang, Mong Ywag and Mong Paliao reportedly were undertaken during 1961-64. In addition, the old trail-road from Keng Tung to the border opposite Ta-lo in Yunnan, was improved but not surfaced, and should have been passable for vehicles by February 1965.

Late in 1963 Burma reached final agreement with Communist China on the construction of two suspension bridges across the Salween River that were to be financed under the \$84 million credit of January 1961. The first of these bridges is located in the Northern Shan state at Kunlong, on one of the few branch roads extending east from the Mandalay-Putao road at a point about 32 miles north of Lashio. The other bridge is to be located at Ta-kaw on the Meiktila-Tachilek road in the Eastern Shan State. Preliminary construction of the bridge at Kunlong started in May 1964, and, according to a press release (Rangoon) in June 1965, is scheduled for completion by the end of October 1965, two months ahead of schedule. If the present construction rate is maintained and no delay is encountered, it is possible that the bridge could be completed during the last quarter of 1965. Apparently construction will not start on the Ta-kaw bridge until the one at Kunlong is completed since the Burmese press reported in January 1965 also that construction of the Ta-kaw bridge is scheduled to be started in 1966-67.

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APPENDIX B

PLACE NAME LIST

<u>Name</u>	<u>Coordinates</u>	<u>Size of Installation</u>
An-ning	24 55N - 102 29E	
Bhamo	24 16N - 97 14E	
Ch'e-li	21 59N - 100 49E	Regiment
Chen-pien	22 37N - 99 59E	Division
Ch'eng-lung-chieh	24 45N - 98 06E	Regiment
Ho-wei	24 42N - 98 49E	Division
Hsi-meng	22 45N - 99 29E	Regiment
Hwang Luk	20 29N - 99 56E	
I-p'ing-lang	25 12N - 101 48E	
Keng-ma	23 31N - 99 24E	Division
Keng Tung	21 17N - 99 36E	
Kunlong	23 25N - 98 39E	
K'un-ming	25 04N - 102 41E	
Kyu-hkok	24 04N - 98 04E	
Lashio	22 56N - 97 45E	
Lin-ts'ang	23 54N - 100 02E	Division
Lu-hsi	24 27N - 98 36E	Division
Mang-shih, see Lu-hsi		
Man-mao-chieh	22 04N - 100 56E	Battalion
Meiktila	20 52N - 95 52E	
Meng-hai	21 58N - 100 28E	Division
Meng-hsi	22 00N - 100 15E	Battalion
Meng-hun	21 50N - 100 23E	Regiment
Meng-ting	23 33N - 99 05E	Battalion
Meng-lien	22 21N - 99 36E	Regiment
Mien-ning, see Lin-ts'ang		
Mong Hpayak	20 53N - 99 56E	
Mong Hpen	22 01N - 99 36E	
Mong Hsat	20 32N - 99 15E	
Mong Pa-liao	20 50N - 100 22E	
Mong Yang	21 50N - 99 41E	

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Place Name List (continued)

<u>Name</u>	<u>Coordinates</u>	<u>Size of Installation</u>
Mong Yawng	21 11N - 100 22E	
Mong Yu	23 58N - 97 59E	
Myikyina	25 23N - 97 24E	
Namponmao	25 21N - 97 18E	
Nan-chiao	22 02N - 100 15E	Regiment
Pao-shan	25 07N - 99 09E	Division
Po-shang	23 45N - 100 02E	Division
Pei-t'un	25 27N - 100 43E	
Putao	27 21N - 97 24E	
Shuang-chiang	22 28N - 99 50E	Division
Ssu-mao	22 46N - 100 05E	Division
Tachilek	20 27N - 99 53E	
Ta-kaw	21 13N - 98 42E	
Ta-lo	21 41N - 100 05E	
T'eng-ch'ung	25 02N - 98 28E	Division
Wan-ho-tao	22 02N - 99 34E	
Wan-t'ing	24 05N - 98 04E	
Yung-p'ing	25 24N - 99 03E	Division

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CONSTRUCTION OF MILITARY INSTALLATIONS
AND TRANSPORTATION FACILITIES
IN THE CHINA-BURMA BORDER AREA
1962 - MID-1965

CIA/RR EP 65-70

September 1965

WARNING

This material contains information affecting the National Defense of the United States within the meaning of the espionage laws, Title 18, USC, Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

CENTRAL INTELLIGENCE AGENCY
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S-E-C-R-E-T

FOREWORD

In recent years, Burma's potential as a trouble spot in Southeast Asia has increased. Further economic and political deterioration coupled with continued insurgency in the Kachin and Shan states bordering on Communist China could create an unstable flank on the Southeast Asian peninsula. Chinese control of Burma, because of its geographical location and its valuable natural resources, would threaten the security not only of Thailand and Laos but also of India. Military and transportation facilities along the China-Burma border, therefore, are important aspects of Chinese Communist capabilities with respect to all of Southeast Asia.

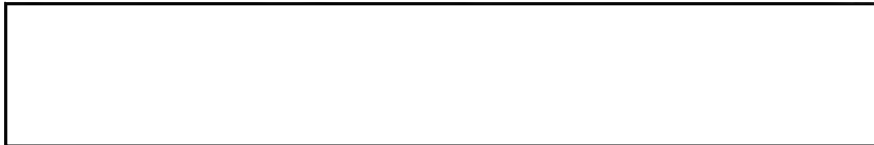
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CONTENTS

	<u>Page</u>
Summary and Conclusions	1
I. Military Installations	3
A. Communist China	3
B. Burma	4
II. Airfields	4
A. Communist China	5
B. Burma	5
III. Roads	6
A. Communist China	6
B. Burma	7

Appendixes

Appendix A.



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Appendix B. Place Name List

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CONSTRUCTION OF MILITARY INSTALLATIONS AND TRANSPORTATION FACILITIES
IN THE CHINA-BURMA BORDER AREA*
1962 - MID-1965

Summary and Conclusions

With the exception of the reconstruction and expansion of the airfield at Pei-t'un, located west of K'un-ming in Yunnan Province (China), there has been no significant military construction on either side of the China-Burma border since the beginning of 1962.** In western Yunnan, airfields, roads, and bridges have been improved or maintained, and a limited number of new storage and barracks facilities have been added to existing installations. Even the construction of the large bridge over the Mekong River at Yun-ching-hung (Ch'e-li), which was completed early in 1965, did not appear to have high priority. In Burma, except for repair of roads and airfields, construction has been confined to the Eastern Shan State, an area adjacent to the China-Laos-Thailand borders, where there has been a limited attempt to improve airfields and roads and to enlarge barracks/support areas.

Prior to 1962, Communist China already had completed a relatively extensive complex of permanent military installations, storage facilities, and a road system in the border area of western Yunnan.*** Construction in this area generally was intended for military use as there is no evidence of extensive industrial or mining development. The military installations in western Yunnan were built during the first five-year plan (1953-57) and the largest of these were constructed at an estimated cost of nearly 62 million yuan, or about US \$25 million.† This amount is equivalent to 11 percent of total capital investment (excluding investment by the central government) in Yunnan Province during the plan period.

Since 1950, Burma has suffered from chronic insurgency that has seriously affected economic progress, political unity, military defense, and all other aspects of its national life. As a result, in the unstable Kachin and Shan border states construction of military installations, roads, and airfields and even the maintenance of existing facilities has been sparse. Since early 1962, Burma has attempted to increase its small military support establishment in the Eastern Shan State and to improve transport facilities

* The estimates and conclusions in this publication represent the best judgment of this Office as of 1 September 1965.

** The term border area as used in this publication refers to a strip of territory about 150 nautical miles wide adjacent to the border both in Yunnan Province (China) and in Burma.

*** See the map, Figure 10, inside back cover.

† A nominal rate of exchange based on the gold content of the respective currencies is 2.46 yuan to US \$1. This rate, however, does not reflect the dollar purchasing power of the yuan.

in the Kachin and Northern Shan States. Although there have been numerous reports that the Chinese Communists are involved in this construction effort, it is believed that the government of Burma is solely responsible and that Burmese army units, local people, and, probably, some Chinese refugees make up the labor force. Under the economic agreement of 1961, however, Chinese Communists are working in Burma, where they are participating presently in the construction of a suspension bridge over the Salween River at Kunlong.

I. Military Installations

Since the beginning of 1962, construction of military installations in both Yunnan and Burma has consisted primarily of an expansion of existing facilities. Except for the construction of additional outposts, usually consisting of small complexes of less than a dozen buildings, there is no indication that any new major installations have been constructed or are under construction presently within the border area.

A. Communist China

Along the China-Burma border in western Yunnan, construction of additional facilities, mainly barracks/storage types of buildings, was under way during the period 1962 - mid-1965 at several military installations. In comparison with similar activity in Burma, construction was more extensive, but in itself it has not added substantially to the military support potential already in existence. Construction of the military complex in western Yunnan was started about 1953 and reached its present extent by 1957-58. New construction was concentrated mostly along the Nan-ta and K'un-lo roads, while existing installations, built during World War II along the Burma Road, were reconstructed and expanded. After 1957-58, limited construction continued at some of the larger installations, and small installations for border defense units were built. Because there is no evidence of extensive industrial or mining developments in western Yunnan, nearly all of the construction and improvement carried out during the past decade, including water conservation projects, must be assumed to have been intended for military use. The construction of 12 large-size installations alone amounted to approximately 576,000 square meters (6,200,000 square feet) at an estimated cost of nearly 62 million yuan (about \$25 million).*

Permanent military installations have been constructed at more than 45 locations within the western border area of Yunnan. With the exception of small border posts, most of these installations are concentrated south of the 26th parallel. Of the total installations, about 27 percent are large size, 17 percent are medium size, and a minor 4 percent are apparently rest-refuel-supply stations where small units are deployed. The remaining 52 percent of the total number of installations are small-size complexes and border posts scattered along and closest to the border.** All of these installations are served by motorable roads or connected by trails to not too distant road terminals.

* For a discussion of this cost estimate, see Appendix A.

** For examples of the sizes of installations, see Figures 1 through 4.

B. Burma

Construction of military installations in the border area of Burma has been limited and in recent years largely confined to the Eastern Shan State. The most notable construction under way in that area was at Mong Yawng,* a complex of several small markets or villages about 20 nautical miles from the China-Burma border. New buildings reportedly added to the military areas during 1963 indicate that almost 3,000 troops could be accommodated there. This would make Mong Yawng the second largest military establishment in the area, after Keng Tung. Other military installations, possibly of a size to accommodate about 500 to 600 troops, were constructed north of Keng Tung at Mong Yang and Wan-ho-tao (near Mong Hpen) prior to 1962. Undoubtedly there are several other small installations south of Keng Tung located on or near the main road and in the vicinity of airfields.

II. Airfields

There are only two locations where construction or improvement of airfields has been under way since 1952 in the China-Burma border area. The most significant of these is in Yunnan at Pei-t'un where an old World War II landing strip was reconstructed. Construction of this major airfield started about 1963, and it is now completed except for support facilities. The runway has a concrete surface capable of supporting jet fighter aircraft. The other location where construction has been under way is in the Eastern Shan State in Burma. Here several old airstrips were being improved, all of which apparently are now operational. Airfields along the border in both Yunnan and Burma, however, have not changed substantially. In both areas, runway capacity is about equal -- that is, for light transport aircraft -- but overall support facilities in Yunnan are relatively more adequate. Airfields in both areas are located in close proximity to military installations and are serviced by the road system.

Construction and development of major airfields is hampered in Yunnan because of the generally unfavorable terrain. Airfields have to be located in valleys or on plateaus large enough to allow the construction of longer runways to offset the effects of altitude on aircraft performance. Level areas range from about 3,000 feet to more than 6,000 feet above sea level. Although altitudes are generally lower in Burma, the plans areas are scattered and subject to excessive inundations during the rainy season.

* For a list of coordinates and the locations of selected installations in western Yunnan, see Appendix B.

A. Communist China

Most of the airfields in Yunnan were originally constructed during World War II by US and Chinese Nationalist forces. It was not until the late 1950's that the Chinese Communists began to direct their efforts from the eastern and southeastern areas of the country to reactivating and improving airfields in the southwestern border areas. Other than the one at Pei-t'un, there are only three airfields in western Yunnan within 100 nautical miles of the border that are currently operational.* These are located at Pao-shan, Lu-hsi, and Ssu-mao, all with runway capabilities for light transport aircraft. Both Pao-shan and Lu-hsi are rehabilitated World War II airfields, but the one at Ssu-mao is a new field, probably constructed about 1958. Additional support facilities have been constructed at Ssu-mao since 1958, but there is no indication that it is being converted into a major airfield nor are additional airfields being constructed in the border region of western Yunnan.

B. Burma

Airfields in Burma also were largely constructed initially during World War II. Of a total of six major airfields in Burma, three are located near the border in the northern part of the country at Bhamo, Nampomao, and Myitkyina (South). These fields all have runways longer than 6,000 feet with asphalt-treated surfaces and are considered to be potentially capable of supporting four-engine transports and jet fighter aircraft. Other airfields in northern Burma are located at Lashio and Putao, and both are considered to be capable of supporting light transport planes. The runway at Putao, however, probably is usable only in fair weather because it has a clay surface and is in only fair condition.

Although maintenance and repair has been carried out on some of the airfields in northern Burma, reconstruction of old airstrips in the border area was most active in the Eastern Shan State during 1960-65. In addition to Keng Tung, which is the largest and most important, there are at least five other airfields, apparently all operational. These are located within a radius of about 60 nautical miles of Keng Tung at Mong Yawng, Mong Pa-liao, Mong Hpayak, Mong Hsat, and Hwang Luk. Improvements, probably adding gravel to the surface and extending some of the runways, reportedly were carried out at these airfields during 1963-64. All of the runways in the Eastern Shan State have a capacity for light transport aircraft, but support facilities, with the exception of those at Keng Tung, are minimal.

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III. Roads*

The Chinese Communists have constructed a fairly well distributed system of main roads in western Yunnan with a network of feeder roads running to the border. Just short of the border, however, most of these roads degenerate abruptly into trails which cross into Burma. Only two roads, the Burma Road and the K'un-lo Road, cross the border and connect Yunnan with the main road system of Burma. The surface of the road in the networks on both sides of the border is similar: a soil-aggregate surface (compacted gravel or crushed stone). Sections on most of the main roads near the border in Burma long ago had some bituminous treatment, but many sections of these roads have since deteriorated. The road system in Yunnan is in better condition than the one in Burma because it has received more maintenance and long-term improvement.

A. Communist China

Through the western area of Yunnan there are three main access routes to the China-Burma border. To the north the Burma Road links K'un-ming with Bhamo and Lashio via Wan-t'ing, while in the south the K'un-lo Road links K'un-ming with Keng Tung via Ta-lo. The third main route, the Nan-ta Road, is centrally located between these two roads and extends toward the border opposite Kunlong in Burma but does not cross the border. Since the beginning of 1962, there has been no major road construction in the border area of Yunnan, but the never-ending improvements and repairs to the road system continue. Included in this improvement was the completion in January 1965 of the bridge over the Mekong River a short distance northwest of Yun-ching-hung** (Ch'e-li), on which construction had been resumed in May 1964 after a lapse of two years.

The Chinese Communists have extended and improved the road network in Yunnan at a sustained pace since 1950. Roads are of major importance because they are the main means of transportation to the China-Burma border. There is a narrow-gauge railroad which runs toward the border from K'un-ming, but it does not extend farther west than I-p'ing-lang.*** A new spur line from this railroad, constructed before 1962, extends southwest from An-ning for a distance of about 30 kilometers. Neither line penetrates very deeply into the western region of the province. Logistical support from K'un-ming and central Yunnan to the border, therefore, depends primarily on the road network.

* For a detailed discussion of roads in Yunnan and Burma, see CIA/RR EP 65-27, Construction of Roads in the China-Southeast Asia Border Area Through 1964, April 1965, [redacted]

** See Figure 9.

*** The only railroad that connects K'un-ming with the main rail network in China is another narrow-gauge line that runs from the border of Kwangsi Province in a V-shaped pattern through North Vietnam and up into Yunnan Province. For a discussion of the railroads in southwestern China, see CIA/RR ER 65-15, Railroad Construction in Communist China Since the Collapse of the "Leap Forward," June 1965, [redacted]

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B. Burma

There are two trunk routes in Burma that pass through the Kachin and Shan border states and provide direct connections between the border areas and the central valley of Burma. One is a north-south road that extends north from Mandalay to Putao via Lashio, Bhamo, and Myitkyina. At Mong Yu, about midway between Lashio and Bhamo, a secondary road, once a section of the old Burma Road, branches northeast to Kyu-hkok and, crossing the border to Wan-t'ing, provides the link between the main road systems of Burma and Yunnan. The other trunk route to the border area extends from Meiktila in central Burma eastward via Ta-kaw through the Southern and Eastern Shan states to Keng Tung where it turns south and continues to Tachilek on the Burma-Thailand border. Only a seasonal road, the second link between the main road networks of Yunnan and Burma, presently exists from Keng Tung to the border where the K'un-lo road in Yunnan terminates near Ta-lo. Other roads that branch eastward from this main Meiktila-Tachilek road primarily serve military installations and airfields located to the north and south of Keng Tung.

In addition to the main roads, a network of interconnecting secondary roads runs parallel to the border but in the area west of the Salween River. Only a few roads branch from these secondary roads and, where they do exist, they support local traffic as far as the river. In the area between the Salween and the China-Burma border, most of the old roads have disappeared and only trails exist.

During recent years, Burma has made an effort to reconstruct and repair the road system in its northern and eastern border regions. Improvements were underway on the Mandalay-Putao route north of Myitkyina during 1962-64 and other existing roads in the Kachin State were repaired, especially in the area east of Bhamo. In the Northern Shan State the road extending east from the Mandalay-Putao route to Kunlong and the roads in the vicinity of Kunlong undoubtedly were repaired to insure transportation of construction materials to the bridge site. Repeated reports of the destruction of bridges and road sections by insurgent forces as well as the usual damage from the rainy season in both the northern states, however, would indicate that many of the roads were frequently impassable because of the difficulties of keeping them repaired. Reconstruction and repair of roads in the Eastern Shan State apparently has met with more success. Although there is no evidence that any new roads were constructed or under way in this border state, repairs on the Meiktila-Tachilek route and on roads branching from it to Mong Yang, Mong Yawng, and Mong Paliao reportedly were undertaken during 1961-64. In addition, the old trail-road from Keng Tung to the border opposite Ta-lo in Yunnan was improved but not surfaced, and should have been passable for vehicles by February 1965.

Late in 1963, Burma reached final agreement with Communist China on the construction of two suspension bridges across the Salween River that were to be financed under the \$84 million credit of January 1961. The first of these bridges is located at Kunlong, in the Northern Shan State, on a branch road which extends east from the Mandalay-Putao road

at a point a short distance north of Lashio. The other bridge is to be located at Ta-kaw on the Meiktila-Tachilek road in the Eastern Shan State. Preliminary construction of the bridge at Kunlong started in May 1964, and, according to a press release (Rangoon) in June 1965, is currently scheduled for completion by the end of October 1965. If the present construction rate is maintained and no delay is encountered, it is possible that the bridge could be completed during the last quarter of 1965. Apparently construction will not start on the Ta-kaw bridge until the one at Kunlong is completed since the Burmese press reported in January 1965 also that construction of the Ta-kaw bridge is scheduled to be started in 1966-67.

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Next 9 Page(s) In Document Exempt

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APPENDIX B

PLACE NAME LIST

<u>Name</u>	<u>Coordinates</u>	<u>Size of Installation</u>
An-ning	24 55 N 102 29 E	
Bhamo	24 16 N 97 14 E	
Ch'e-li, see Yung-ching-hung		
Chen-pien	22 37 N 99 59 E	Large
Ch'eng-lung-chieh	24 45 N 98 06 E	Medium
Ho-wei	24 42 N 98 49 E	Large
Hsi-meng	22 45 N 99 29 E	Medium
Hwang Luk	20 29 N 99 56 E	
I-p'ing-lang	25 12 N 101 48 E	
Keng-ma	23 31 N 99 24 E	Large
Keng Tung	21 17 N 99 36 E	
Kunlong	23 25 N 98 39 E	
K'un-ming	25 04 N 102 41 E	
Kyu-hkok	24 04 N 98 04 E	
Lashio	22 56 N 97 45 E	
Lin-ts'ang	23 54 N 100 02 E	Large
Lu-hsi	24 27 N 98 36 E	Large
Mang-shih, <u>see</u> Lu-hsi		
Man-mao-chieh	22 04 N 100 56 E	Small
Meiktila	20 52 N 95 52 E	
Meng-hai	21 58 N 100 28 E	Large
Meng-hsi	22 00 N 100 15 E	Small
Meng-hun	21 50 N 100 23 E	Medium
Meng-ting	23 33 N 99 05 E	Small
Meng-lien	22 21 N 99 36 E	Medium
Mien-ning, see Lin-ts'ang		
Mong Hpayak	20 53 N 99 56 E	
Mong Hpen	22 01 N 99 36 E	
Mong Hsat	20 32 N 99 15 E	
Mong Pa-liao	20 50 N 100 22 E	
Mong Yang	21 50 N 99 41 E	
Mong Yawng	21 11 N 100 22 E	
Mong Yu	23 58 N 97 59 E	
Myitkyina	25 23 N 97 24 E	

<u>Name</u>	<u>Coordinates</u>	<u>Size of Installation</u>
Namponmao	25 21 N 97 18 E	
Nan-chiao	22 02 N 100 15 E	Medium
Pao-shan	25 07 N 99 09 E	Large
Po-shang	23 45 N 100 02 E	Large
Pei-t'un	25 27 N 100 43 E	
Putao	27 21 N 97 24 E	
Shuang-chiang	22 28 N 99 50 E	Large
Ssu-mao	22 46 N 100 05 E	Large
Tachilek	20 27 N 99 53 E	
Ta-kaw	21 13 N 98 42 E	
Ta-lo	21 41 N 100 05 E	
T'eng-ch'ung	25 02 N 98 28 E	Large
Wan-ho-tao	22 02 N 99 34 E	
Wan-t'ing	24 05 N 98 04 E	
Yun-ching-hung	21 59 N 100 49 E	Medium
Yung-p'ing	25 24 N 99 03 E	Large

China-Burma Border	
MILITARY INSTALLATIONS AND TRANSPORTATION FACILITIES, MID 1965	

Airfields

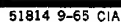
✈ 6000 feet and over
✈ Under 6000 feet

Railroad

Area of Border Installations

—— Selected road

Selected Texts

 **Narrow gauge
(various widths)**

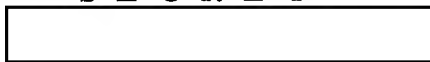
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GROUP 1
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